# Supplement to the Bombay Gazette.

VOLUME II. ] SATURDAY 17 JULY, 1830. [ NUMBER 76.


## BOMBAY THEATRE.

On Thursday, the 29th of this month, will be produced with appropriate Scenery, Dresses and Decorations, the Opera of

### *GUY MANNERING ;*

☞ In the course of the piece the following Songs, Glees, Duetts, &c. will be introduced.

GLEE.—" The wind whistles cold."
Do.—" The fox jumpt over the parson's gate·
AIR.—" O Slumber my darling."
GLEE & CHORUS.—" The Chough and Crow."
AIR.—" Scots wha hae."
DUETT.—" Without a companion what's life."
SERENADE.—" Come shining forth my dearest."
SONG.—" Follow him, nor danger fear."
GLEE & DANCE.—" Come fill the glass."
FINALE.—" There's nae luck about the hose."

A new Song will also be introduced in substitution of " Be mine, dear maid."

After the Opera the admired Petit-comedy of

### CHARLES THE SECOND.

OR

### *THE MERRY MONARCH.*

Tickets and Places may be had at the Theatre on Wednesday the 28th and Thursday the 29th instant.

| | | | |
|---|---|---|---|
| Boxes..... | Rs 8 | Pit..... | Rs 6 |
| Upper Boxes | 4 | Gallery..... | 2 |

☞ The drama of *Fatality*, has been unavoidably postponed in consequence of the great length of the Opera, and the short ti me allowed for its preparation.

## *FOR SALE*

AT the Gazette Office, a few Copies of a Lithographed PRICE CURRENTS, well adapted for Merchants Offices, during the non publication of the " Bombay Price Current and Commercial Register."

PRICE PER DOZEN, Rs (3) THREE.

## *Advertisement.*

APPLICATION having been made to the Supreme Court of Judicature at Bombay that letters of Administration of the Estate and Effects of CHARLES ROUND BACON deceased, late a Cornet in the Military Service of the United Company of Merchants of England, trading to the East Indies on their Bombay Establishment, may be granted to MARTIN WEST Esquire, Registrar of the said Court, all persons concerned therein, are hereby apprized thereof.—Dated this 16th day of July, 1830.

H. E. SOUTHOUSE.
PROCTOR.

## For Sale

### AT THE GAZETTE OFFICE,

THE

| | Rs | qr. |
|---|---|---|
| BOMBAY Register and Directory for 1829 \| 30.... | 5 | " |
| Articles of War..... | 5 | " |
| Ship's Articles on Royal Paper.. | 2 | " |
| Book Almanacks for 1830.... | 2 | " |
| Sheet Ditto, for 1829.. .... | 1 | " |
| Respondentia Bonds, each.. .. | 1 | " |
| Policies of Insurance, do. .... | 1 | " |
| Bills of Exchange, per sett.... | " | 2 |
| Interest Bonds, do. .... ..... | " | 2 |
| Bills of Lading, do.... ..... | " | 2 |
| Powers of Attorney, each.. .. | " | 2 |

LETTER PRESS AND COPPER PLATE PRINTING, neatly executed on moderate terms.

## *NOTICE.*

THAT SEALED TENDERS for the Supply of Camp Equipage of every description together with the component parts thereof, for *two years* from the 1st August 1830 to 31st July 1832; will be received at the Asst. Commissary General's Office until 12 o'clock on Tuesday the 27th Instant.—The Tenders to specify in words the rate per cent below the present contract prices, at which the several description of Tents, and component parts thereof will be supplied. Lists descriptive of the Camp Equipage together with the present contract rates may be seen and obtained at the Asst. Commissary General's Office daily, between the hours of 10 and 5 o'Clock.

No reason will be assigned for the rejection of any Tender, and no Tender will be received which does not specify a particular rate below those of the present contract.

H. HOLLAND,
*Assist. Comy. Genl.*

BOMBAY,
ASSIST. COM. GENL'S. OFFICE,
12*th July*, 1830.

## *FOR SALE*

AT the Gazette office, a few Copies of a Lithographed Form of Morning Reports, for the Hon'ble Compy's Foot Artillery, ordered by a Gentleman of that Corps, and which have not been called for.—on Foolscap.

### THE NEW BOMBAY *LITHOGRAPHIC PRESS*

ALL orders for Work and Letters addressed to the PROPRIETOR of the above Press, are received by Mr. RIGBY at the Gazette Office.

## NEW SOUTH WALES.

Editorial political essays, commonly termed *Leading articles*, will, on account of the dark cloud which hangs over the Sydney Press be discontinued, until it shall please His Majesty the King to direct the Governor of this Colony, to restore it to its lawful freedom.

### NEW ENACTMENT FOR THE SYDNEY PRESS.

" No Person shall print or publish for Sale any Newspaper, or other such Paper as aforesaid until the Edi or, Printer and Publisher thereof, shall have each entered into a Recognizance before one or more of the Judges of the Supreme Court, with two sureties, to the satisfaction of the said Judge or Judges, to whom twenty-four hours previous notice is to be given of the names and places of abode of such sureties; and every such Recognizance shall be in the sum of Three hundred Pounds:—and the sureties in the like sum? jointly and severally conditioned, that such, Editor, Printer, or Publisher, shall pay to His Majesty, His Heirs, and Successors, every such fine or penalty as may at any time be imposed upon or adjudged against him, by reason of any conviction for printing or publishing any blasphemous, seditious, or other libel, as well as all other fines, penalties, and forfeitures which shall be awarded against him under the provisions of this Actor of the said recited Act; and also conditioned that such Editor, Printer or Publisher, shall pay such damages and costs as shall be adjudged against him in *any* suit or action for printing or publishing *any* slanderous or libellous matter *whatever*, after entering into such Recognizance. And every person who shall print or publish any Newspaper or other such Paper as aforesaid, without having first entered into such Recognizance with such sureties, shall for every such offence forfeit the sum of One Hundred Pounds.

" If any person shall be legally convicted of having after the passing of this Act, printed or published any blasphemous or seditious libel, tending to bring into hatred or contempt the Government of the said Colony, as by law established or the Governor or Acting Governor of the Colony for the time being, or to excite any of His Majesty's Subjects to attempt the alteration of any matter in Church or state as by law established, otherwise than by lawful means, or to adopt any illegal proceedings; and shall after being so convicted, offend a second time, and be legally convicted of such second offence before the Supreme Court, such person shall, on such second conviction be adjudged to be banished from New South Wales and its Dependencies, for such term of years, not being less than Two Years nor more than Seven, as the said Court shall order."—Act of the Sydney Legislative Council passed the 29th Jan. (His Majesty's Accession) 1830.

It is whispered about, since the *Lady Blackwood* arrived, that a late Officer of the Government who fell under the displeasure of His Excellency, but had his salary partly remitted went up as the political agant of His Excellency *sub rosa*, and was directed by the friends of His Excellency to present the three leading Journals, (the Chronical, Herald, and Times,) with £50 each to ensure their silence on New South Wales. We do not believe this report. But we do believe the friends of Governor Darling have fee'd the London Press; because that Press maintains a profound silence on the politics of the Colony, save small trivial matters, selected evidently for their frivolity, are occasionally introduced to save appearance.—*Sydney Monitor, March 6.*

## VAN DIEMEN'S LAND.

### SWAN RIVER.

The settlement at Swan River appears to go on and prosper quite as well as its best and most reasonable friends could have anticipated. For 30 or 40 miles up the river the country is already located, and the settlers are pursuing successfully their agricultural operations. M. Henty, the wealthy and distinguished improver of Merino sheep, was firmly seated on his extensive grant, and liked the place so well that he had written to England for the rest of his family to follow him with the remainder of his property. Mr. Currie, another opulent settler and member of the Council of three, and many other staunch settlers with large grants had already fixed themselves, and were highly pleased with their prospects. Mr. Thomas Peel had also arrived with his numerous establishment of servants, and had commenced operations at Clarence or Peel town, on a beautiful safe harbour on the coast of his grant, extending about 25 miles south of Swan river. Colonel Lautour's establishment, though he himself had not arrived, is also described as going on with spirit. So far from the harbour being dangerous, all along the lee side of Garden island, and of the arm of the main which stretches out towards it, is found to afford the best and most secure anchorage, with excellent holding ground and at no great depth. Though these places of anchorage may be more distant from the landing place at Freemantle than Gages' roads, where the Calista, Marquis of Anglesea, and other ships in the first instance lay, there is nothing lost by the distance, for the land and sea breezes alternately favour the going and return of the boats, and the traveller who prefers it may ride along the beautiful and firm sandy beach at the same time.

Handsome and commodious stories and other public buildings are already erected at Perth, where the Governor resides. Nevertheless, as far as we can learn, it is probable that a more favourable position will be found whereon to fix the capital of this evidently flourishing colony. For it appears that the soil around it is mostly of an arid and unproductive description, and although it may be convenient as a central point of communication with the locations higher up the Swan and Canning rivers, it seems in itself to be ineligible as a permanent station for head quarters. Besides it tends in the first instance to give an unfavourable impression to new comers, who arriving in such multitudes as they are now doing, swarm round Capt. Stirling, from whom they in vain expect every thing, on the instant, that El Dorado itself could supply. The situation to the new Governor in such a state of things must be truly harrassing. Downright, legitimate, and industrious settlers will of course go on their land, and calmly and boldly encounter the difficulties incidental to their new and arduous undertaking. But a great majority of those who had been caught with the mania, so injudiciously propagated in England, who left their ancient comfortable homes, thinking at the same time they left every evil behind them, to fly to a new and unknown region which their inexperience and sanguine temperament pictured as a second paradise must have endured, and doubtless will long endure disappointment. Their despair and want of energy would induce them to continue hovering about Freemantle or Perth, living on the means they had brought from England, and sheltered by portions of their luggage, until their decreasing means and the reality of their condition force themselves upon them, and they are at last reluctantly compelled to activity and labour. That there are such now at Sawn river there can be little doubt, and that from such as these emanate the bulk of the unfavourable reports we hear of the new settlement is equally certain. But we must look beyond such temporary grumbling and difficulty, and we can clearly foresee that Swan river will be a thriving and a rapidly increasing colony. Its geographical position eclipses almost every other situation as a young colony, and the great drawback which hitherto appeared against it, the want of a harbour and good anchorage is now completely removed. The numerous tribes of natives who now subsist there afford a fact convincing in itself that the country will support life in abundance. Wheat too can be procured from Java as low as at 3s, a bushel, andnumerous other necessaries at a cheap and easy rate. The coast swarms with excellent fish, which can be cured and sent in exchange for these commodities. The Javanese have already entered we believe into an engagement of this kind, taking the fish dried in the sun, and a little salted, at the rate of 30*l*, per ton, and a vessel was shortly expected with a supply of wheat,

We may expect therefore various and conflicting accounts of this infant colony; differing as the success and situation of the narrators themselves; and, though they may appear contradictory they may yet taken singly, be in a great measure correct. At the present time the colony is divided as it were in a great many little settlements or locations, remote and distinct from each other, every one having a character of its own, but unfortunately as we have said the towns of Perth and Freemantle have been founded on unproductive ground. Various extensive spots of good land were every day discovering, and there appeared every probability that the fine country lately explored by Dr. Wilson, extends from King George's Sound to the confines of Swan River. Governor Stirling we learn had sailed previous to the departure of the Nancy to explore port Leschenhault, to the south of Swan river.

In the mean time the price of provisions and other goods is of course most fluctuating, depending so much on casual arrivals. Many of the sheep exported hence were sold at 50s. a head, and the flour was sold at 48s. a hundred weight. The present population consists of about 1000 souls. Nearly 300,000 acres of land are already located, and there were 90 or 100 as respectable families as could be met with among the yeomanry of the most respectable agricultural districts of England. The stock of horned cattle already amounts to about 350 head, half of them cows. They had about 1000 sheep, but the majority was of indifferent quality, which is to be regretted, as from the very nature of its soil and climate we consider Swan river must be more a grazing than an agricultural country, and the support of its settlers must be looked for in the production of fine wool. The reefs which were at first so dangerous are now all correctly surveyed and marked with buoys, so that all danger in entering is now over. As soon as the settlement is a little more advanced, and houses and comforts can be more easily obtained, it will rival the Cape of Good Hope and this place as a recruiting place for Indian invalids. The officers and crew of the Cruizer, which had been sent by the Admiral from Trincomalee, on their arrival were mostly in a sickly condition, but in the course of a week they recovered and looked like men. The climate is said to be like that of Sydney, but if any thing rather hotter in summer, but the heat is compensanted by the strength and regularity of the land and sea breezes. Not a drop of rain however had fallen from the middle of November last till the time the Nancy sailed.

Besides His Majesty's ship Sulphur, Success and Cruizer, the following merchant vessels were at Swan River on the 3d March viz:—The Hooghly, Gilmore, Palmyra, Wansterd, Egyptain, Industry, Thompson, Engle, Protector, and the ship Thames, which had sprung a leak 6 days after leaving Hobart-town, and was kept afloat by extraordinary exertion at the pump until she reached her destination. Three hundred of the sheep, we learn, were obliged to be thrown overboard, besides 200 which died on the passage; the remaining 700 which were landed in good health were either killed or sold at about 1-2 a head. At one part of the coast the leak being so bad, the Captain endeavoured to run her ashore in order to save the lives of his crew and passengers, but the Blacks arranged themselves in so numerous and formidable bodies on the beach, that they resolved by an

extra exertion at the pumps to proceed, and a favourable gale springing up at the time, happily carried them into port. We learn, however, that the ship is condemned at Swan River.

The Success was about be to hove down in a very safe harbour at Cockburn Sound, where every necessary could be found for repairing the damage she had sustained, so that she would not be obliged to go to Bombay, but would ultimately continue her voyage to Trincomalee, and having received the Admiral's orders there, proceed to England.

The Rev. T. H. Scott, our late much esteemed Archdeacon, was a passenger in the Success, when she met with her accident at Swan river. The reverend gentleman had the satisfaction of performing the duties of chaplain at the settlement, none having yet arrived from England. A very respectable building for a church was erected and performed in it for the first time on Christmas day, when it was opened and the sacrament administered. A branch of the Society for promoting Christian knowledge had also been established and a parochial lending liberary. There is a literary institution formed and a reading room, adjoining the chapel. The library contains about 200 volumes of very useful books and is supported by about 50 subscribers at two guineas a year each. A museum and a botanic garden were besides in a forward state. These items speak intelligibly as to the nature of the society which is already established at Swan river, and Captain Sterling is described as most affable and obligingto all and most anxious in promoting every endeavour for the public good.

Among the other ridiculous complaints against Swan River, is one, that the water is so bad and brakish that the people who drink it die. Captain Price of the Nancy has done us the favour to present us with a bottle of that with which he filled his casks there, and also with a bottle filled from the River Thames, at the commencement of his voyage, and of the two we think that from Swan River is the best. It is a curious fact; mentioned indeed by Captain Cook and the French navigators, and also by Captain King, that in most parts of that coast fresh water may be readily found by digging a hole in the sandy beach just below high water mark. By sinking a dry ware cask to keep the sand from falling in, good clear and sweet water may thus be readily got until high water.

We already begin to reap the advantage of Swan River, as a more direct medium of communication between Hobart-town and India. By the Nancy we have received files of the Calcutta papers, earlier by a month than they usually have reached us by the way of Sydney. We hope, however, that our friends in England will in future be careful not to send any letters or ship any goods intended for this port, on board of vessls bound in the first instance to Swan River. By the Nancy we have only now received our files of the English paper, from the middle of May to the midle of July, inclusive.

There were connected with Mr. Peel in the grant at Swan River a certain member of parliament for a certain county, who holding a great quantity of land in New South Wales was desirous of being appointed Governor of that Colony, and who offered to go out in a similiar capacity to the Swan River. There was also connected with the grantee a certain gallian-Colonel; but these two individuals finding that their parincipal in the affair did not answer their expectations as to what Jeremy Bentham would call intellectual aptitude, they have declared off, and have expressed their determination either to set up for themselves or to have nothing to do with the Swan River.—*Hobart Town Courier, March* 27.

## CALCUTTA.

### STEAM NAVIGATION.

TO THE EDITOR OF THE BENGAL HURKARU AND CHRONICLE.

DEAR SIR.—As I am anxious that the Gentlemen who may do me the favor to attend the Meeting at the Town-Hall, to-morrow, may be enabled to understand what I propose to submit to their consideration better than they possibly can do, by merely hearing me, may I beg the favor of your publishing the following statement in your paper of to-morrow,

I remain, your's much obliged,
THOS. WAGHORN.

*Calcutta, June* 23, 1830.

### MR. WAGHORN'S ADDRESS.

*Mr. Chairman and Gentlemen.*—The immense advantages of Steam Power to the purposes of Navigation, are now so universally known and admitted, and the high importance of a regular communication with the East Indies, by the speediest possible mode of conveyance is so obvious, that it appears to me to be only necessary that I state upon what foundation it is that I, an individual wholly unconnected with any former endeavour, make known what I am proud to think are my qualifications for the undertaking, and my claims to support in it.

FIRST, then, as to my pretensions as a sailor, I was bred up in the Royal Navy; and I had the honour to pass in Navigation, at the Royal Naval College at Portsmouth, for a Lieutenant, before I was seventeen. After the peace, I got appointed to the Bengal Pilot Service, and an additional ten years of active employment on that station, in all its varieties, have, I flatter myself, given me not only a particular experience of the coasts and rivers of India, but a general sea knowledge.

It is not a pleasant thing for a man to speak of himself and his own qualifications; I shall therefore gladly leave this part of my subject to such testimonials of others as I have the comfort to possess.

Of myself, however, I trust I may be excused when I say, the highest object of my ambition has ever been an extensive usefulness; and my line of life—my turn of mind—my disposition long ago impelled me to give all my leisure, and all my opportunities of observation, to the introduction of Steam Vessels, the practicability of permanently establishing them as the means of communication between India and England, including all the colonies on the route. The vast importance of three months earlier information to the Honourable Company, whether relative to a war or a peace; to abundant or to short crops, to the sickness or convalescence of a district, and oftentimes even of an individual; the advantages to the merchant, by enabling him to regulate his supplies and orders according to circumstances and to demands; the anxieties of the thousands of my countrymen in India for accounts, and *further* accounts of their parents children, and friends at home; the corresponding anxieties of those relatives and friends in this country; in a word, the speediest possible transit of letters to the tens of thousands who at all times in solicitude await them was a service to my mind, and it shall not be my fault if I do not, and for ever, establish it.

In the years 1826, at Arracan, I had the satisfaction of becoming acquainted with Captain Johnston and his ship, the Enterprize. Captain Johnston's valuable notes and observations on that vessel, and on the *causes* of her failure as to speed, were to his mind, as to mine, of effect to stimulate to, rather than discourage the renewal of the undertaking. Circumstances have given Captain Johnston a highly useful occupation in India; many of the disadvantages of such formation and fittings of the Enterprize Steam Vessel, for such voyages, had already presented to and been noted by me; and Captain Johnston's concurring Judgement, and additional infomation (communicated with a frankness which did him honour), the more assured me of success. Give to a Steamer, stability, buoyancy, with rapidity, but certainty and simpleness of action. The combination of these qualities and in form offering the least possible resistance, will, I take it, give the perfection of a Steam Vessel—this combination has been my study.

Gentlemen, I will now briefly detail my endeavours, since I addressed the former meeting here on the 30th July, 1828. The cause of my not performing the voyage by the Cape, and the reasons of my overland Journey to this Country *via* Egypt and the Red Sea. I arrived a second time in England from Calcutta in the prosecution of my project, and on my arrival addressed the following Letter to the Hon'ble the Court of Directors:—

*To the Honourable the Court of Directors of the United Company of Merchants Trading to the East Indies, &c. &c. &c.*

*London, 6th April*, 1829.

HONOURABLE SIRS—I have the honor to attend with my plan of Steam Navigation between England and India, which I feel satisfied I can accomplish, calling at Madeira, St. Helena, Cape of Good Hope, Isle of France, Trincomalee, Madras, and Calcutta, and return, stopping at these several places, in the voyage back, in the short space of six months (stoppages included), both out and home.

Of my qualifications for this enterprising and useful undertaking, I respectfully refer you to documents now in the India House, transmitted by Charles Lushington, Esq., Secretary to the Bengal Government, in February, 1827; and in July following, the Honourable H. Lindsay promised, when Chairman to your Honourable Court, agreeable to the special recommendation from the Vice-President, Lord Viscount Combermere in Council, the requisite engines for the undertaking, if I could arrange the other pecuniary means of the outfit. I could not, however, then accept his proposal, for want of sufficient pecuniary support from others to whom I applied. viz. His Majesty's Postmaster General, whose letter to my address assured me, that the question appeared to his Lordship to be one exclusively for the consideration of the Honourable the East India Company. I then applied to the private Merchants in London, one of whom promised me support, but not sufficient to enable me to commence the experiment. I returned to the pilot service at Bengal to which I belong; but on my arrival at Calcutta, the Merchants and Governors, on my report, were so well pleased with my endeavours, that they induced me to apply to the Steam Fund, as per printed paper No. 1. No. 2 is their Resolution—No. 3. their support—No. 4 Rate of Postage sanctioned for the first Voyage by the Governor General, Lord William Bentinck, in Council—No. 5. Proceedings at Madras—No. 6, their Support—No. 7, Rates of Postage sanctioned by the Governor in Council at Madras, being the same as at Bengal—No. 8, Sealed Letters of Introduction for Patronage to His Majesty's Colonial Secretary of State, and Secretary to the Postmaster General, from the Honourable Sir Charles Colville, &c. &c. &c, Governor of the Mauritius, calling upon them for their support—No. 9, from the Mercantile Community, &c. for their support—No. 10, from the Governor, the Honourable Sir Lowrie Cole, &c. &c. at the Cape to His Majesty's Colonial Secretary of State—No. 11, Cape Resolutions of Merchants for the same purpose—No. 12, their Letter to their London connexions, &c,—No. 13, a Letter from St. Helena addressed to I Dart, Esq. Secretary to the Honourable Court; in addition to which, I have also the assurance of support from many merchants of London, and others in my behalf, to the furtherance and successful establishment of the national undertaking.

It remains for me respectfully to state, I most sincerely hope the Honourable Court will support my undertaking; but should the Honourable Company wish to undertake the experiment themselves, I am ready and willing to give the Honourable Company the benefit of my experience and knowledge, or take it myself under their especial direction, my earnest desire being to accomplish this general good, and from my general knowledge, I will boldly state it is sure of success. This opinion is confirmed by that of many competent persons in London and India, who are as convinced as myself that the voyage can be performed with ease in a vessel to be built as a Mail Packet, after my own ideas and regulations; with this view I intend, with the high patronage of the Court of Directors, to lay her keel immediately, and purpose finishing her in time to leave Plymouth the 1st of February, 1830, on her first voyage.

I have, upwards of two years of my life, been already engaged in bringing my plan into general notice (and gaining information and experience), and it is acknowledged by all to be highly deserving of national encouragement.

I have served your Honourable Company for nine years and a half, the testimonials at the India House will show how zealously, from May, 1824, to January, 1827, in the late Burmese war. I am patronised by the governments, merchants, and inhabitants of India generally, in my plan to establish the Mail Packet.

The costs of the vessel for her outfit, including depôts for the first voyage, will be 12,000*l.* (the engines excepted), and the expense of every succeeding one will be 4,500*l.*

From an official document in my possession, 12,721 letters arrived at Calcutta during the month of July, 1828, being the month I applied to the Steam Fund for support, at 4*s.* each, would be 2,544*l.* 4*s.* exclusive of letters by the intermediate ports, and newspapers, law papers, accounts, despatches, bullion, specie, coral, pearls, new publications, and periodicals or the homeward voyage for letters, &c. &c.

I can take measures to arrange the dopôt at Madeira, St. Helena, Cape, Isle of France Trincomalee, and Calcutta, and should the Honourable Court decline adopting this undertaking on their own account, I will engage to perform three certain voyages out and home (at my own risk), if supported by your Honorable Company, two fifty horse power engines to be made by Maudsley and Co., of copper boilers and copper funnel, and the best engine fittings complete: Secondly, if your Honourable Court will authorize and sanction an application to His Majesty's Government to obtain for me the exclusive privilege of an act of parliament for levying the rates of postage on letters, &c. &c. from Great Britain to India, and all intermediate ports.

The act cannot be obtained without the sanction of your Honourable Company. And after several voyages, a correct data can be formed of the amount of postage, &c. and it will be known whether other Steam Packets will pay after my plan.

The Depots at the Cape and Mauritius cannot be found very expensive; for I have entered into a connexion with the house of Messrs. Saunders and Wick, at the Isle of France, to send coals in their vessels, that go out with stones as ballast (seven to eight thousand tons) for sugar cargoes in return. It could be arranged that these vessels should supply the depot at St. Helena, &c.

I beg respectfully to point out to your Honourable Court the following advantages of Steam Packets over other vessels:

First, The quick communication by them would have saved the Company immense sums of money for stores, &c. which were unnecessarily sent out in the late Burmese war.

Secondly, Greater security afforded to your valuable possessions by a quicker communication than any other nation can possibly possess, especially in the event of war.

I cannot but feel most anxious for your countenance and support, which are so necessary to the success of my undertaking. I have already obtained the good wishes and patronage of every public body in Asia, and elsewhere to whom my plan has been made known: and I earnestly hope that permanent and great advantages may accrue to the Honourable Company, if I succeed to induce your Honourable Court powerfully to patronise and assist me in my undertaking.

In conclusion; for myself, a plain sailor, I will only say, I have as much knowledge of my profession as any of my age and experience; and I yield to none in the zeal, alacrity, and perseverance with which I carry through what I once under take to perform. I feel convinced I shall succeed; no difficulty shall discourage nor danger shall daunt me. I will continue to devote myself to the object, trusting that the day of its successful accomplishment will be the happiest in my life.

I have the honour to be, Gentlemen
With every respect,
Your most humble and obedient Sert.
(Signed) THOMAS WAGHORN.
*H. C. Bengal Pilot Service.*

To the foregoing letter I had the honour to receive the following reply:—

(ANSWER.)

*East India House, the 14th May*, 1829.

SIR,—The Court of Directors of the East India Company have had before them your letter, submitted with the view of obtaining the Court's sanction and assistance, in enabling you to carry into effect, your plan for a communication by Steam between England and India, by way of the Cape of Good Hope, and further requesting the Court to sanction an application to Parliament, for an Act to confer on you the exclusive privilege of levying rates of Postage on letters conveyed to and from India, and I am commanded to acquaint you that whilst the Court consider that as a general principle it is inexpedient for the Company to embark in speculations which however desirable the object should rather be left to the enterprize of individuals, they are of opinion that some relaxation of that principle may be admitted in the present case and they have accordingly resolved, that upon your satisfying the Chairman and Deputy Chairman that you possess independently of the East India Company all the means necessary to equip and sail your vessel except the Steam Machinery, the chairs be authorized to provide Machinery to the extent of two engines, each of the power of fifty horses with the requisite apparatus to be lent to you upon condition, that such Machinery shall by forms to be prepared by the Company's solicitor, be secured to the Company as their property without their becoming liable in any way for the risks or losses of you or your vessel, the continuance of the loan of the said Machinery, at the expiration of the first voyage to be dependent upon an application to the Court for that purpose. In the event of the vessel not proceeding to India on the first voyage, the Steam Machinery to be returned to be East India Company in London, and to their local Government should she after reaching India not return to this country.

I am further commanded to state, that the Court decline any interference on the part of the Company to obtain a legislative enactment respecting Postages, and on that part of the subject they have resolved, that it be one of the conditions of the present arrangements, that you convey free of all charge, any Packets and Letters addressed either to the Court or their Government abroad.

I am, Sir, your most obedient humble servant,
(Signed) P. AUBER, *Secretary*,
TO MR. THOMAS WAGHORN.

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Having thus obtained the Patronage of the Hon'ble Court, by the grant of Steam Machinery, I next solicited His Majesty's Government, as per following letter:—

TO THE RIGHT HONORABLE.
SIR GEORGE MURRAY, G. C. B. G. C. H.
*Colonial Secretary of State, &c. &c. &c.*

SIR,—I have the honor to inform you that the Honorable the East India Company have most handsomely promised to lend me two Engines of fifty horse power each for the experimental voyage to communicate with India by Steam out and home in six months, touching at His Majesty's Colonies the Cape, Isle of France, Trincomalee, &c.

Now as these Colonies are under the immediate control of His Majesty's Government, I most humbly state that the quicker the communication with them, the greater must be the security and value of these possessions to Great Britain, besides, the advantages arising from the more speedy return of His Majesty's Forces, &c. &c. at these places.

I have already been recommended to your notice by the respective Governors of the Isle of France and Cape of Good Hope.

The degree of support I hope to receive from His Majesty's Government is, the Act of Parliament for the papers (C) annexed (rates of postage, &c. by Steam) and such donation as His Majesty's Government may think this important enterprize to merit,

I have the honour to be Sir,
Your most obedient humble servant,
(Signed) THOMAS WAGHORN.
*London, 8th May* 1829, *Bengal Pilot service.*

(ANSWER.)

*Downing Street, 10th June*, 1829.

SIR,—With reference to the letter which you addressed to Sir George Murray, on the 8th of last month, relating to a plan of keeping up a regular communication between this country and India by means of a Steam Packet which it is proposed should touch at the Cape of Good Hope, the Mauritius and Ceylon, I am directed to acquiant you that the Secretary of State is interested in this undertaking only so far as concerns the early arrival of his Despatches at the abovenamed place.

In the support therefore which he may give to it, he must be wholly guided by the encouragement which your plan may receive from the Department more immediately

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cerned in its success, and with a view to e subject receiving that attention *which its portance appears to merit, he has directed your letters, with that* view from the Governor of the Mauritius, to be brought under the consideration of the Lords Commissioners of His Majesty's Treasury and of the Post Master General.

I am,
Sir,
Your most obedient humble servant.
(Signed) HORACE TWISS.

THOMAS WAGHORN, Esq. 22, *Change Alley.*

Again I likewise solicited the highest authority by the following letter, which I had the honour of addressing His Grace the Duke of Willington :—

To His Grace The DUKE OF WELLINGTON,
&c. &c. &c.

My Lord Duke.—I most respectfully inform your Grace, that a few days ago I sent your Grace my Pamphlet on Steam to India, similar to that which accompanies this letter, I have come to this Country by the wish of the Governors and Inhabitants of the different Presidencies in India to establish, if possible, a communication out and home in six months, stoppages included. I received various letters of support some of which introduced this subject to the Honourable Court of Directors who have most handsomely promised me (officially) the loan of the requisite Machinery for the undertaking, and the Indian Community have subscribed a considerable sum of money. The letters of introduction for support from the Honorable Sir L. Cole and the Honorable Sir C. Colville, have brought this subject to the notice of the Colonial Secretaries of State and the General Post Office.

I hope you Grace will pardon this intrusion on your time but to enable me to carry such a national benefit into effect, I have nothing wanting but the Act of Parliament for rates of postage by Steam, page 25 of the pamphlet. The Governor General Lord William Bentinck, and the Right Honorable Mr. Lushington have fixed the rates of India. Likewise I hope to receive such donation of money as your Grace may deem such an enterprize to merit. The Merchants of London will all join in this experimental measure for the opening a quick communication to India, &c. Your Grace's promptitude and decision on all occasions induces me to overlook forms and humbly ask your Grace's powerful patronage to this great national object.

I have the honor to be
My Lord Duke,
With the greatest respect,
Your truly humble and most obedient Servant.
(Signed) THOMAS WAGHORN,
*Bengal Pilot Service.*

*London, Charge Alley, 15th May,* 1829.

To which I received the following reply written in his Grace's own hand :—

(ANSWER.)

*London, May 15th,* 1829.

The Duke of Willington presents his compliments to Mr. Waghorn and has received his letter.

The Duke begs leave to assure Mr. Waghorn, that he cannot hold out to him any expectation of an advance of Money without disappointing him.

In respect to charges for postage, the Duke concludes that Mr. Waghorn should apply to the Post Master General.

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His Grace's reply having referred me to the Post Master General, I addressed the following to Sir Francis Freeling on the subject :—

To Sir FRANCIS FREELING, Bart.,
*Secretary to the General Post Office of great Britain.*

Sir,—I beg respectfully to draw your attention to the subject of an Act of Parliament for the enclosed rates of postage, subject to what alteration the Post Office may please to make.

I have drawn with great attention the inclosed rates, and if the act was granted to the General Post Office, it will, I am convinced, be a source of great profit thereto.

I am aware that as an individual I can have nothing to do with a public measure, and I shall be well satisfied in every way to be under the orders and directions of His Majesty's Post Office, with such remuneration as that Office shall find my future services to deserve.

I have the honor to be Sir,
Your most obedient humble Servant.
(Signed) THOMAS WAGHORN.
*Bengal Pilot Service.*

*London, 22, Change Alley, May* 1829.

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*Rates of Postage to and from India and Intermediate Ports, for which an "Act of Parliament" is required, for the Steam Mail Packet now to be established by Mr. Waghorn, of the Bengal Pilot Service, patronised by the Governments and Inhabitants of India, Mauritius, Cape of Good Hope, St. Helena, &c.*

| Madras and Bengal. | If less than 75 days included. | If less than 85 days included. | If less than 100 day included. |
|---|---|---|---|
| | *Rupees* | *Rupees* | *Rupees* |
| For each single letter not exceeding one Sicca weight .... .... | 3 | 2 | 1 |
| If exceeding one Sicca weight, double, if exceeding two Sicca weights, treble, and so on. | | | |
| Newspapers..... each | 3 | 2 | 1 |
| Accounts, law papers, parcels, certified out side as such, and not containing letters ..at per ounce | 3 | 2 | 1 |
| If more than one hundred days the common ship postage. | | | |

| St. Helena and Cape. | Less than 40 days. | Less than 50 days. | Less than 60 days. |
|---|---|---|---|
| | *s.* | *s.* | *s.* |
| For each single letter not exceeding on Sicca weight .... .... | 3 | 2 | 1 |
| If exceeding one Sicca weight, double, if exceeding two Sicca weights, treble, and so on | | | |
| Newspapers .... each | 3 | 2 | 1 |
| Accounts, law papers, and parcels, certified outside as such, and not containing letters.... at per ounce | 3 | 2 | 1 |
| It more than sixty days the common ship postage. | | | |

| Mauritius. | Less than 55 days. | Less than 65 days. | Less than 75 days. |
|---|---|---|---|
| | *s.* | *s.* | *s.* |
| For each single letter not exceeding one Sicca weight .... .... | 4 | 3 | 2 |
| If exceeding one Sicca weight, double, if exceeding two Sicca weights, treble, and so on. | | | |
| Newspapers .... each | 4 | 3 | 2 |
| Accounts, law papers. parcels, certified outside as such, and not containing letters.... ..... at per ounce | 4 | 3 | 2 |
| If more than seventy-five days the common ship postage. | | | |

| Ceylon. | If less than 65 days included. | If less than 75 days included. | If less than 90 days included. |
|---|---|---|---|
| | *s.* | *s.* | *s.* |
| For each single letter not exceeding one Sicca weight .... ... | 5 | 4 | 2 |
| If exceeding one Sicca weight, double, if exceeding two Sicca weights, treble, and so on. | | | |
| Newspapers .... each | 5 | 4 | 2 |
| Accounts, law papers, parcels, certified outside as such, and not containing letters.... .....at per ounce | 5 | 4 | 2 |
| If more than ninety days the common ship postage. | | | |

Bombay letters shall be subject to the same rate of postage as those of Ceylon and Madras, according to the time they are landed.

Madeira, from ports far or near, 2s. 6d. per single letter or newspaper ; the same charge per ounce for packet or parcel.

Dispatches for His Majesty's Government, or the Honourable East India Company, to be charged at the rate of 1s per ounce.

*Homewards.*

From Calcutta, Madras, Ceylon, Bombay and Mauritius, and again, from these places to all intermediate ports on the voyage home, as far as the Cape of Good Hope, half postage if past the Cape of Good Hope, full postage.

The word "Steam" to be written on the top of all letters, parcels, or packets, by any person wishing them to go by the Steam Packet, if not they will not be received.

(Signed) THOMAS WAGHORN.
*Of the H. C. Bengal Pilot Service.*

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*General Post Office, 25th May,* 1829.

Sir,—Having laid before my Lord the Post Master General your letter of the 4th instant, enclosing a proposed scale of rates of Postage on letters to be conveyed to and from India by Steam Vessels, and stating that you shall be satisfied to be under the orders and directions of the Post Office with such remuneration as this Department shall find your future services to deserve, I have received His Grace's commands to repeat what I explained to you personally, that the Post Master General has nothing whatever to do with the Postage collected in India, and that His Grace does not feel himself justified in recommending to His Majesty's Government the introduction of any legislative Provisions to meet a possible contingency, from, or connected with, an experimental measure which an individual may have it in contemplation to attempt.

I am, Sir, your obedient servant.
F. FREELING.
Mr. Thos. Waghorn, 22, *Change Alley.*

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I addressed a second letter to the Post Office Department as follows :—

To Sir FRANCIS FREELING, Bart.,
*Secretary to the General Post Office of Great Britain.*

Sir,—I had the honor to receive your letter of the 25th instant, and I am aware that the Post Master General has nothing to do with the postage collected in India. But what I wished to know is whether in the prosecution of my plan for establishing a Steam communication with India any arrangement be made with me by the Post Master General for an equitable Division of the rates of postage on letters from India and deliverable here, and I shall be glad to hear from you on this point, and may I likewise be informed in the event of the Post Master General not being authorised to sanction such an arrangement and my being advised by Merchants to apply for a legislative Authority to collect rates of postage, due provisions being made to prevent any injury to the Post Office Revenue, whether the Post Master General would object to such a proceeding. The Duke of Wellington has referred me to the Post Master General on the suject which is the ground on which I address myself to you.

I have the honor to be Sir,
Your most obedient humble servent.
(Signed) THOMAS WAGHORN,
*Bengal Pilot Service.*

*London, 22, Change Alley, May 28th* 1829.

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(REPLY)

*General Post Office, 5th June,* 1829.

Sir,—I have laid before my Lord the Post Master General, your letter of the 28th ultimo, and have received His Grace's commands to inform you, that he cannot pledge himself to any particular course of proceeding, consequent upon the result of a proposed experiment, but that when you have proved that you can actually accelerate the receipt of letters from India, it will then be the proper time for his Grace to consider whether any, and what sort of agreement can be made with you I am commanded to add that, you appear to continue under misconception, with regard to obtaining a "legislative Authority, to collect rates of Postage," notwithstanding the explanation which I made to you personally, and to state to you distinctly, that it will be his Grace's duty to object to any application for authority to collect rates of postage on the part of any individual such authority being vested by law exclusively in His Majesty's Post Master General.

I am, Sir, your obedient Servant.
F. FREELING.

Mr. Waghorn, 22, *Change Alley.*

And lastly, the letter as follows :—

To Sir FRANCIS FREELING, Bart.,
*Secretary to the General Post Office of Great Britain.*

Sir.—I have the honor to acknowledge the receipt of your Letter of the 5th instant, by which I observe the Post Master General cannot pledge himself to any particular course consequent upon the result of my first attempt to establish a quick communication with India by means of Steam, but as one of the most important I can look to derive succeeding in that object must be derived from the remuneration for the conveyance of letters. what I am anxious to know is whether in the event of my succeeding in the object I have in view, His Majesty's Post Master General can hold out to me any exclusive advantages beyond the many other adventurers, who seeing my success may set up similar conveyances and thereby deprive me of that emolument which is the grand stimulus to my present exertions.

I understand that the Post Master General has the right to compel Commanders of Ships under a penalty to take letter bags on board free of Postage, and I shall be much obliged by your informing me whether in my first experimental voyage the Post Master General will consent to waive that right in my favour by way of encouragement to the first attempt.

I have the honor to be Sir,
Your most obedient humble servant
THOMAS WAGHORN,
*Bengal Pilot Service.*

*London, 22, Change Ally, June 8,* 1829.

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(REPLY)

*General Post Office,* 19*th June,* 1829.

Sir,—Having laid before my Lord the Post Master General, your further letter of the 8th June, I have received his Grace's commands to inform you, that under any circumstances he would not be justified in holding out to you any exclusive advantage beyond other adventurers, and more especially as you have not been the first to make the attempt, to establish a communication with India by means of Steam.

I am to add, that the Post Master General cannot consent to waive his right to send letter bags on board any vessel of your's, but that he will readily act upon the precedent of the "Enterprise," the first Steam Ship to India, and will not require you to take out bags of Newspapers, but letters only.

I am, Sir, your obedient servant.
F. FREELING.

Mr. Waghorn, 22, *Change Alley.*

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By these letters from His Majesty's Post Office, it will be seen, that, that Department. through Sir Francis Freeling's Correspondence, was averse to assist my experiment. I considered myself called on to appeal to certain Individuals of high rank, and after a lapse of two months I had the pleasure to receive the accompanying letter, from R. W. Hay, Esq. under Secretary of State in the Colonial Department :—

*Downing Street, 9th July,* 1830.

Mr. Hay presents his compliments to Mr. Waghorn and begs to acquaint him, that the Revenue Commissioners who hold their Meetings in Cannon Row, are desirous of seeing him on the subject of his proposal for establishing a communication by Steam Boats with the East Indies.

Whenever Mr. Waghorn may find it convenient to present himself before the Commissioners, he had better enquire for Mr. Henry Berens.

I accordingly attended before the Commissioners; was put upon oath; Mr. Gurney, short hand writer for the Crown, being present for the purpose of taking my depositions, the examination lasted five hours.

I detailed my plan, and the encouragement it had received at the Calcutta and Madras Meetings for India; and at the Isle of France and the Cape pointed out the benefits to be derived to all these; also to Madeira, St. Helena, and Ceylon. I read to them letters from Lord Viscount Torrington, and the Hon'ble Sir Henry Blackwood, Admirals in the British Navy; from Messrs. Maudsley, the eminent Engineers ; Sir Robert Seppings, the Right Hon'ble Vesey Fitzgerald. These with other high official characters, spoke to the certainty of my plan, "as one of great advantage to Government, and to the Mercantile world." I explained, that the vessel's outfit and steaming expenses for a voyage was to be covered ;

First.—By letters and despatches, one-third.

Second.—By freight of specie, another third.

Thirdly.—By light freight of Newspapers, Periodicals, Law Papers, Accounts, valuable Parcels of Musters or Samples, Jewellery, &c. &c.

I stated my conviction, gained by an experience of much research on this subject; that I could perform the voyage out and home to London, touching at every Colony or Settlement on the route to India, in six months, with the utmost ease, and that no circumstance peace or war ; of plague or quarantine ; of political changes in countries, could affect my performing it.

The Commissioners informed me, they were a *Secret* Department of His Majesty's Government, and only gave their official reports to Parliament ; but in their private capacities, they were highly satisfied with my plan, and the advantages to be derived by its adoption. That they would make it a special report to Parliament and that they thought it would receive support in the manner I required, viz—A new act for the levying Postage on letters conveyed on Steam equal with the rate of despatch ? the same for specie and other light freight and it was probable, I might receive a grant, or a bonus. if I successfully established the proposed communication.

In conclusion the Commissioners paid me the most flattering compliments on the zeal I had evinced in this object ; more particularly in the Documents laid before them in support of all I had stated. Finally, they hoped I would not leave England till the result was known, form the ensuing Parliament, by whom only my plan could now receive support, as His Majesty's Post Office were averse to assist me.

I had now been six months in England, and had received no advices from India ; the East India Agency Houses of London and Liverpool had throughout promised me their assistance, after the Calcutta Steam Fund had arrived, but none did arrive, and thus was I subjected to the keenest disappointment. It now lays with this Meeting whether my plan of Steam Navigation by the Cape of Good Hope, encouraged and supported by His Majesty's Government, the Hon'ble Company, the Governors and Inhabitants of the Colonies, the Madras Community shall be carried, through my endeavours, into operation. Place the Bengal Steam Fund at my disposal, and I pledge myself to return to England and lay the keel of a vessel for the purpose a few days after my arrival there. I will conclude by soliciating the favours to read the following letter adressed to me by Mr. Kerr of the Firm of Messrs. Fletcher, Alexander and Co. of London :—

10, *King's Arms Yard, London, 27th October,* 1829.

THOMAS WAGHORN, Esq.

Dear Sir,—As the period of your departure on your return to India by the overland route draws nigh, I cannot allow you to set out on your journey without offering you my best wishes for your speedy and safe arrival out among your friends in India, and at the same time expressing my regret that the object of your second visit to this Country should have been so wofully disappointed. Having personally communicated with you on the subject of your plans for the establishment of Steam Navigation with India, perhaps more than any other person in London, I can bear ample testimony to the zeal, industry and preserverance with which you have pursued the object ever since your last arrival in this country, and I have no hesitation in expressing my opinion that if the Funds from the Steam Navigation Committee in Calcultta (which by the public resolutions passed at a Meeting of that body in January last, you have been so long led to expect would be remitted to this country to be placed at your disposal) has arrived, together with the promised support from Madras, and the aid agreed to be given you by the East India Company, with that which (in the commanding position those means would have placed you in ) you would have derived from the public here when you could have shown the feasibility of carrying the measure through, you must have succeeded in accomplishing all your wishes. In addition to the loss of time I fear you must also have sustained a heavy loss from the outlay of money to which you indefatigable exertions in the cause muts have exposed you. The expence of the officee you were compelled to take here, and the assistant you were obliged to keep for the purpose of carrying on your Correspondence with the East India Company, the Post office and the diffrent departments of Government with which you have had to communicate, together with your travelling expences, cannot but have taken out of your pocket a very considerable sum of money, for which I hope and trust, the Indian community by whom you were encouraged to return the last time to this country, will indemnify you on your arrival out. The loss of your money is not I know so serious an objcet to you as the miscarriage for the present of your plans; and I hope that the parties for whose benefit you have been labouring perhaps more than your own, will not in the long run suffer you to be a loser. If the support you have been encouraged to expect from India is eventually given you, I entertain no doubt of yet seeing you in command of your projected vessel, and making your voyages round the Cape within the period limited by you for their performance. The ordinary expences of fitting out and sailing Steamers in this country are so much heavier than, by your plan, they would be, that I hardly expect to see the communication with India established in this either round the Cape, or by way of the Mediterranean and the Red Sea, unless you are enabled to perfect your scheme which in my opinion is certainly the best that has yet been offered, and wishing you health and more encouragement than you have yet met to pursue it,

I remain, Dear Sir, your most obedient servant,
CHARLES KERR.

Allow me a few words more—His Majesty's Government, the Merchants and Underwriters of London, wish a Cape communication. and I again offer myself to carry it into execution if the fund be placed at my disposal agreeable to the final Meetings of the Steam Committees under dates 30th July 1828, and 14th January 1829.

The zeal with which I have pursued this subject since I first took it up is the best guarantee I can,

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offer to its successful performance. No difficulty that I could surmount should discourage or daunt me, and if I can obtain the good feeling and confidence of this Meeting, I consider myself repaid for the anxiety the non-remittal of the fund caused me in England, and will forget all disappointment, looking forward with renewed energy and zeal, well knowing my own ability to the performance of all I have held out, and promised to effect, by the route of the Cape of Good Hope.

The particulars of my route to India by the Red Sea, I shall give at the meeting of to-day.

T. WAGHORN.

There has been so much discussion recently on the subject of Steam Navigation, and so much interest appears to have been excited again to this important subject, not only at the Presidencies, but throughout India, that it is almost superfluous to remind our readers that the Meeting of the Subscribers to the Steam Fund, and of all who desire the establishment of a Steam communication with Great Britain, and are willing to attend, is fixed for THIS MORNING at 10 o'clock, at the Town-Hall.

At this meeting, Mr. Waghorn will fully explain his views, and it will then appear, if indeed it is not sufficiently clear from his letter, published by us yesterday, that his going home *via* the Red Sea will not interfere with the plans of any one.

It is characteristic in the *India Gazette* to vindicate the cause of an absent man; and it is a sound view taken by it, of the public interests, in the establishment of a Steam communication, that we ought not to throw any obstacle in the way of Mr. Taylor's plan. It will be seen, however, that nothing of the kind is contemplated by the proposed experiment with the *Forbes*. Mr. Waghorn, if it be tried, will go in her, and will engage to have the packets with which he may be charged, delivered in England from Cannanore in fifty-five days, if his arrangements be adopted, and possibly in less time if a steamer should meet him at Alexandria; but it is not his intention to undertake the establishment of packets by the Red Sea route: no individual can; and therefore he will not enter into any competition with Mr. Taylor, to whom we wish every possible success He has, however, nothing to fear from competition, if he can accomplish what he proposes—that is, establish a line of twelve steam packets of 500 tons each. The vessels alone will cost 36 lakhs of Rupees, or upwards of £300,000; and what individual can embark a capital like that in such an undertaking;

The balance of the Fund Mr. Taylor has not asked for, nor does not want it. In such a vast undertaking as his, or that of those who employ him, it would be a mere drop in the Ocean: again, then, there is no competition. To Mr. Waghorn the sum is important as with what is already at his command, it would enable him at once to undertake his Cape Plan. Moreover, we are of opinion that by the services he has rendered to the cause of a Steam communication between England and India, he has established a claim on the community for some remuneration or at least for some token of their sense of his exertions.

After we had written the foregoing, we received from Mr. Waghorn a Pamphlet containing an account of his proceedings since he left this country with his correspondence with the public functionaries in England. With the exception of Mr. Waghorn's proposition for his Cape plan read to the Meeting of 1828, and published in all the Newspapers of the Presidency at the time, we have republished this pamphlet entire, for the information of all of our readers who may attend the Meeting THIS DAY, at which it will be read by Mr. Waghorn as will the original proposition of 1828 to which he still adheres. Among the Correspondence in the pamphlet will be found a letter, we published not long ago, but the repetition of it in its proper place, may be useful on the present occasion.

We take it for granted that a regular plan of proceeding at the Meeting is arranged.

It seems to us, that after Mr. Waghorn has read his pamphlet, the Subscribers should decide the question of the appropriation of the balance of the Funds, if indeed any doubt can ever arise that they are bound by their former vote. This point decided, the Meeting should we think, be considered open to general discussion, and the plan of the experiment with the *Forbes*, or any other plan, be submitted to its consideration.—*Bengal Hurkaru, June* 24.

In conformity with previous notice, a meeting was held yesterday at the Town Hall by the friends of Steam Communication between this country and England. It was at first numerously attended but from the loose and desultory mode in which the business of the Meeting was conducted, many had retired before the deliberations were brought to a close. And such deliberations! But we shall wait the report of the Meeting, which we hope the Chairman will furnish to the papers for general information.

The Meeting was opened by Sir JOHN HAYES, who read *by proxy* various letters that had passed between himself and Government on the subject of the Steam Fund in their hands. When this correspondence is published, the public will be better able to judge of it, but we could gather nothing except what we knew before, viz. that Government declined giving an order to the Accountant General and Sub-Treasurer for the payment of the money, and that the Accountant General and Sub-Treasurer refused to pay it without such an order. Mr. WAGHORN next addressed the Meeting, but his address consisted entirely of the details of correspondence with functionaries in England, which even before the Meeting took place had become flat, stale, and unprofitable. Mr. GRANT next in a manly speech moved a Resolution expressing the strong dissatisfaction of the meeting with the conduct of Government and its officers in the retention of the funds, which, after being seconded, was opposed by Mr. PRINSEP, Mr. BARWELL, and others, and finally negatived by a large majority. Both before and after this point was attained, Motion followed Motion and Amendment followed Amendment without order or consistence, and what was actually carried, we are able to do little more than conjecture. It seemed to be agreed that a fresh attempt should be made to get the funds out of the hands of Government by the members of the Steam Committee now in Calcutta, and that when obtained in whole or in part it should be held sacred to the purpose for which it has been already voted; and that a new subscription should be opened to make up for that part of the fund which it may be found impossible to withdraw from the hands of the Government agents, and that the Committee should be empowered from this second subscription to reimburse Mr. WAGHORN for the expence he has incurred in consequence of the non-remittance of the fund to England. To arrive at these simple conclusions, "what a row, what a rumpus and a rioting" there was in the puddle of the Town Hall yesterday! It was all talkee, talkee, talkee from beginning to end?

We had almost forgotten to mention that during this scene of confusion, Mr. JOHN SMITH was in the Chair, and that he received the unanimous thanks of the Meeting for his able and impartial conduct as Chairman.—*Ind. Gaz. June* 25.

Sydney Papers to the 6th, and Van Diemen's Land Journals to the 27th March, reached us yesterday. By the former we learn that Governor Darling has set the seal to his unpopularity by putting down the liberty of the Press, by an enactment borrowed in its leading features from one of the six Acts of the Castlereagh administration—the reign of terror. The *Sydney Monitor* has several vacant spaces in its editorial columns, and has announced its resolution of abstaining from giving in future the articles usually denominated *leaders*. In one of the columns usually appropriated to these, we find, an engraving of a Coffin bearing the following inscription in white letters, save the name of General Darling which is in black letters on a white ground.

*Heu vixit!*

*Imperante*
THOMA BRISBANE
*EQITE,*
*nata est scribendi*
*LIBERTAS.*
*Imperante*
RODOLPH DARLING
*Armigero.*
*Strangulata,*
*29th Januarii,*
*AD* 1830.

RESURGAM.

(Literal translation.)
ALAS! IT HATH FLOURISHED!
*Under the Government*
*of Sir Thomas Brisbane*
*Knight,*
*Liberty* of the Press
*was born.*
*Under the Government*
*of Ralph Darling*
*Esquire,*
*it was strangled*
*on the 29th Day of January*
1830.
"I SHALL RISE AGAIN!"

The late Numbers of the *Sydney Monitor* are also in mourning.

From the Hobart Town Papers, we extract some recent intelligence received there from Swan River.

The Meeting of the Subscribers to the Steam Navigation fund and others interested in the cause of Steam Navivation was held at the Town Hall yesterday, agreeably to the invitation of Sir John Hayes. It was at first numerously attended, but the proceedings were so much protracted that long ere it closed scarcely two dozen persons were present. We shall give a full report of what passed, to-morrow, meanwhile we can merely offer a very brief sketch of the proceedings chiefly from memory.

After the forms of reading some correspondence between Mr. Waghorn and Sir John Hayes had been gone through, Mr. John Smith of the firm of Fairlie, Fergusson and Co. was unanimously voted into the Chair, and Mr. Waghorn read to the Meeting the contents of the pamphlet published by us yesterday.

A resolution was then moved, that Mr. Waghorn's explanation was perfectly satisfactory, and that he had effected by his own unaided exertions, the countenance and support described in the documents read by him. This resolution was carried unanimously.

Doctor Grant then moved a resolution censuring the Officers of Government, for what he termed their quibbling objections to pay the balance of the fund to the Committee, from whom in fact they had received it. Mr. Adam, the Editor of the *India Gazette*, seconded this motion. Captain Johnstone moved what he at first designated an amendment, but which he was persuaded to withdraw. It concluded by his own subscription of 1,000 rupees to a new fund, for the encouragement of the proposed intercourse by steam. After much discussion and various explanations by Mr. Barwell of the Treasury, Dr. Grant's vote of censure was put and negatived by the Meeting.

The third resolution was that, an application be made by all the original Subscribers to the fund now present in Calcutta, for as much of the balance of the fund as the Government Officers may feel authorized to pay. Carried *nem. con.* The fourth resolution was, that a new Subscription should be raised for the encouragement of Steam Navigation, out of which Mr. Waghorn is to be remunerated his expences already incurred. A vote of thanks to the Chairman for his conduct in the chair and to Sir John Hayes, for his exertions in the cause of Steam Navigation followed, and the meeting broke up at about 2 o'clock.

The resolutions of which the foregoing is the substance will be given entire in our to-morrow's report.

We confess, that we have been greatly disappointed in the course which the meeting took and the result. The greatest confusion prevailed and full two hours were occupied in mere desultory conversation. We expected and so did many near us, to have heard some definite proposition about the Red Sea or the Cape, something about the experiment with the *Forbes* to which Mr. Waghorn alluded in his letter: but except the proposition for a new subscription, it appears to us, that no object of the slightest importance has been attained by the Meeting and spite of the Resolution carried with respect to the old fund, we believe, matters will remain in *statu quo*.

That something more was contemplated to have been done at the Meeting we have every reason to believe; but the object was defeated apparently by the want of previous concert and arrangement. The mere calling for new Subscriptions might have been done as effectually by public advertisement; and in our opinion the cause of Steam Navigation stands precisely where it did before the meeting. We shall return to the subject however, when the full report of the proceedings is before our readers.

We hope and trust however, that it will be borne in mind that one—the chief object we would say, of the new Subscription, is to remunerate Mr. Waghorn, who declared in a spirit which reflected the highest credit upon him, that remunerated or not, he should persevere in his plan and hoped to land in Calcutta on or before the 70 days from the time of his leaving England in his vessel which he should go home and bring out forthwith; and that the day of his landing would be the proudest and happiest of his life. There is but one opinion however, as to his merits and the services he has rendered, the time and the exertion he has devoted to the cause, and it will be a lasting reproach to the community, if he should be suffered to go unrewarded for what he has effected. We believe that the Committee will immediately send books into circulatio, and that Subscriptions will be received at avery Agency house in Calcutta.—*Bengal Hurkaru, June* 25.

## Government Securities.

| BUY. | | | JUNE 20, 1830. | | | SELL |
|---|---|---|---|---|---|---|
| Prem. | | | | | | Prem. |
| 26 | 0 | Remittable | | 25 | 0 | Prem. |
| Dis. 2 | 0 | Old 5 per Cent. Loan | | 2 | 6 | Dis |
| Dis. 0 | 12 | New ditto | | 1 | 4 | Dis |
| 4500 | 0 | Bank of Bengal Share | | 4300 | 0 | Dis |
| | | BANK OF BENGAL RATES. | | | | |
| Discount on Private Bills | | | | 6 | 0 | |
| Ditto on Government Bills and Salary Bills | | | | 4 | 0 | |
| Interest on Loans on Deposit | | | | 5 | 0 | |

## SHIPPING REPORT.

ARRIVALS.—June 24th, The English Barque Protector. D. Bragg, from London 1st February.

The English Ship James Pattison, J. Grote, from Sydney 12th March, and Van Diemen's Land 16th April.

The English Barque Penang Merchant, J. Mitchinson, from Singapore 1st, Malacca 22d, and Penang 27th May.

*Passengers per James Pattison from Sydney.*—Lieut. Shaw. *From Van Diemen's Land.*—Captain Swanston, and Mr. Astell.

DEPARTURE.—June 25th, The English Ship Argyle, P. M. Stavers, for London via St. Helena.

## DOMESTIC OCCURRENCES.

MARRIAGE.—At Calcutta, on the 24th June, at St. John's Cathedral, by the Reverend T. Robertson, Mr. T. Keymer, Assistant Port Master, at Diamond Harbour, to Miss Sarah Edwards, third daughter of Mr. George Edwards, Bromley, Middlesex.

BIRTHS.—At Calcutta, on the 22nd June, Mrs. E. Bell, of a Daughter.

At Calcutta, on the 23d June, at the H. C. Dispensary, Mrs. John Paul, of a Son.

DEATHS.—At Calcutta, on Friday the 25th June, Colonel Charles Mouat, Chief Engineer, aged 68 years.

At Entally, on Sunday Evening the 19th June, Mrs. Maria Van Gricken, in the 36th year of her age.

# MADRAS.

There are now two conjectures afloat as to the absence of the China Ships. One is that they have been detained in England for the purpose of bringing out troops; and the other, which appears more probable is, that the news of the stoppage of the trade in China reached Leadenhall street just about the time that they were to have left the river. The *Lady McNaghten*, which is supposed to have taken home the earliest intelligence of the stoppage of the China trade, arrived at Portsmouth on the 3rd of March, and the China Ships were to have been in the Downs on the 8th. If the affair was not known before the arrival of the *Lady McNaghten* it is not unlikely that the Ships would be kept till the quarrel in China could be discussed at the India House, so as to allow of instructions suited to the occasion being sent out on board of them. Three months and ten days being about the average passage of this class of ships, we may presume that they did not leave the Downs before the 23rd or 24th of March at the earliest.—*Madras Gazette, July* 3.

## Government Securities, &c.

| | | |
|---|---|---|
| Remittable | 31 | Premium. |
| Old 5 per Cent. | 29 | Do. |
| New Ditto | ¼ | Do. |
| Exchange | 1 \| 9. | per Rupee. |

## SHIPPING REPORT.

DEPARTURES.—June 30th, Ship Lord Amherst, Captain R. Thornhill, for the Cape and England.

July 1st.—Bark Protector, Captain G. Thomas, for Calcutta.

Do.—Brig Peter Proctor, Captain Ferry, for do.

LIST OF SHIPPING IN THE ROADS.
H. M. Ship Comet, Captain A. A. Sandilan.
H. C. Ship Ernaad, Captain A. Corstorphan.
Ship General Palmer, Captain W. Thomas.
Ship Hydrose, Captain J. De Reys.
Ship Amedshaw, Nacodah Conjee Pakeer.
Ship Samdany, Nacodah Abbo Bakeer.
Bark Jeune Laure, Captain C. Langlois.
Brig Frederica, Captain T. S. Venerosity.
Brig Highland Chief, Captain O. W. Fermie.

## DOMESTIC OCCURRENCES.

MARRIAGE.—At Bangalore on Thursday the 17th June, by the Rev. W. Malkin, B. A. Captain Henry Sargent, Paymaster Mysore Division of the Army, to Grace, Daughter of the Rev. C. Maitland Babington, M. A. Rector of Peterstown, Herefordshire.

DEATHS.—At Chicacole, on the 14th June, after a few hours illness, William, John, only Son, of Lieut. Colonel and Mrs. Hankins, aged 17 months.

EUROPE.—On the 2d March, in Lower Grosvenor Street, Colonel John Mackenzie, C. B. of the Hon. East India Company's Service, on their Madras Establishment.

## EXCHANGE, &c.

On London..... at 6 months sight 1 \| 9⅛
Bengal..... at 30 days sight, 107 per 100
Madras..... at 30 days sight *a* 98 per 100

BAZAR VALUE OF COMPANY'S PAPER.
Remitable notes 137 Bombay Rs per 0 \| 0 Sc.
Unremitable ditto 105 ditto per 0 \| 0 ditto

Notes of the present 5 per Cent Loan opened at Bengal on the 18th August 1825, selling at 108 Bombay per 0 \| 0 Siccas.

PRICE OF BULLION.
Spanish Dollars..... 100 per 222 B'by Rs
German Crowns..... 100 per 213 Ditto.

FREIGHTS.
London..... Per Ton £5. 10
China..... Per Candy, 40 Rs.

## THE GAZETTE.

We have neither arrivals or departures to announce, since our last.

We have been favored with the following list of passengers per LONACH, Colgrave, which vessel, sails for England tomorrow morning.

PASSENGERS.—Mrs. Major Sykes, and Child, Madam Duval de St. Creiq, Mrs. Dawson, Mrs. Pepper, Mrs. Ogilvy and Child, Lieut. Mayar 6th Regt., Lieut. Dickson 13th Regt. and Mr. Lys.

ARRIVALS AND DEPARTURES.

ARRIVALS.—Lieut. R. Bulkley, Staff.
Lieut. Christie, 17th Regt.
DEPARTURES.—Lt. Col. S. Goodfellow, Chief Engineer.
Major J. Griffiths, Artillery.
Capt. T. R. Billamore, 1st Grs.

SHIPS LOADING.

ENGLISH.—Colombia, for London; H. C. S. Abercromby Robinson, for China; Edinburgh, Berwickshire and Orwell, for do.; Sir Charles Malcolm, Ganges, & Cavendish Bentinck, for do. Sunbury, Asia Felix, and Fanny, for Bengal;
ARAB.—Wootmany for Penang; Dadloy, for Siam.; and Worstal, for Muscat.

LIST OF SHIPPING IN THE HARBOUR.
H. C. Ships Abercromby Robinson, Berwickshire, Edinburgh and Orwell.
FREE TRADERS.—Lonach, Colombia, and Ganges.
COUNTRY SHIPS.—Sir Charles Malcolm, Sunbury, Fanny, Carron, Asia Felix, Dadloy, Cavendish Bentinck, Shaul Hamed and Samdany.
ARAB.—Wootmany, Nassary, Woorter and Moonsory.
H. C. CRUIZERS.—Hastings, Coote and Clive.
PILOT VESSEL.—Nautilus.
STEAMERS.—Enterprize, (in Dock) and Hugh Lindsay.

## DOMESTIC OCCURRENCES.

MARRIAGE.—At Poonah, on the 10th Inst. by the Revd. Randall Ward, Lieutenant and Adjutant George Alexander Gordon, His Majesty's 6th Regiment, to Charlotte Fanny, only Daughter of Captain Bray, His Majesty's 31st Regiment.

BIRTH.—At Chintzpoogly, on the 11th Inst. the Lady of Dr. Kays, of a Son.

DEATH.—At Ahmedabad, on the 15th June, Lieut. G. Money, 3d Regt. B. L. C. aged 23 years, regretted by all his Brother Officers.

The following hand-bill has been circulated in the city:—

"Meeting at the Egyptian Hall, by permission of the Right Hon. the Lord Mayer.

"On Monday next, February 22, a meeting of the merchants, ship-owners, manufacturers, and traders of London, will take place in consequence of a requistion to the Lord Mayor, to take into consideration the general distress which pervades the commercial and agricultural interests, and to petition Parliament to institute a full, rigid, and immediate inquiry into the causes thereof, and for the adoption of such measures as will best tend to an effectual and speedy removal of the same. The meeting will be held at one o' clock precisely."

We understand the family of lady Ellenborough have received letters, stating that she has just given birth to a daughter at Berne, in Switzerland.—*Observer*.

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